

Some Border Reactions

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Hi CC,

Knowing that you're drinking from a firehose, just flagging some reactions:

- Slotkin: "They found a way to effectively protest. I would not be shocked if we saw those kinds of protests in the United States because they have been so effective," said U.S. Rep. Elissa Slotkin, D-Holly. "But the truth is there is cargo that needs to get through, and so I'm not sure what we can do to get some sort of agreement to allow traffic to go back. But I'm hoping that the Canadian government informs us quickly that they've said, 'Uncle,' and they're going to do something to get us back to full health."
- Stabenow: The onus is on Canada to determine a solution to the strain because the protests are challenging a Canadian policy, said U.S. Sen. Debbie Stabenow, D-Lansing. Michigan Gov. Gretchen Whitmer, however, is working with the Canadian government to ease the situation, she said, including having some of the nurses working in hospitals on either side of the border stay overnight rather than commute. "It's a complicated situation," Stabenow said. "It's hospital personnel, it's auto supply chain, it's many things. But ultimately, the Canadian government has to decide how they're going to respond."
- Levin: U.S. Rep. Andy Levin, D-Bloomfield Township, emphasized affording the truckers and all others "the right to protest without undermining the economy, causing more supply chain problems, or adding to inflationary pressures."
- Dingell: "We are not getting parts into Michigan," said U.S. Rep. Debbie Dingell, D-Dearborn. "This is the problem with 'just-in-time' supply chains where we're reliant on other countries."
- Stellantis: Stellantis confirmed that its Windsor Assembly Plant "had to short shift its first shift due to parts shortages" on Tuesday. The plant was running Wednesday morning.
- Penske : Penske Logistics, which employs more than 11,000 truck drivers in North America, is stopping or delaying dispatches for cross-border routes that must pass from Michigan to Ontario, spokesman Randy Ryerson told Crain's. In some cases, the company is rerouting loads to other border points such as the Buffalo-Niagara crossing and providing real-time updates to customers.
- Michigan Manufacturers Association : A prolonged blockage of trade would result in plant shutdowns and layoffs, said John Walsh, president and CEO of the Michigan Manufacturers Association. While manufacturing is resilient, he said, the sector is already struggling with the "pandemic's jet stream and continued shortages in the workforce." "While a one or two day blockage is certainly expensive and impacts an already fragile supply chain, anything much longer will result in shut downs and related layoffs until the issue is resolved," Walsh said in an email. "Our hope is that the truckers and the Canadian government can resolve their issues quickly and that any further demonstrations that might continue take place in a manner that does not impact the flow of traffic across the border."
- Henry Ford Health System: The disruption has extended beyond the auto industry. Henry Ford Health System, one of the largest hospital chains in Detroit, said some staff experienced

some minor delays and inconveniences due to re-routing. Restaurant supplier Sysco Corp. said it had slight problems getting orders from Canadian distribution centers to local restaurants.

· Martinrea: "Basically, if there's a shutdown of transportation routes, the auto industry comes to a screeching halt in about two days," Robert Wildeboer, executive chairman of Martinrea International Inc., said Tuesday on BNN Bloomberg Television. The slowdowns are a problem for Martinrea, which is based in Vaughan, Ontario, but has locations in the U.S. and around the world, including a tech center in Auburn Hills. "We have 38 trucks cross at the Detroit border per day and 16 in Sarnia," Wildeboer said. He called on Trudeau to back down on new rules that require truckers to be vaccinated against COVID-19 to enter the country.

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